were available at the 35th mile-stone and another 500 acres at the 34th mile-stone of the road.

Dewan's reply.—Noted.

IV.—PUBLIC WORKS.

50. The opening of a tap-road from the junction of the Kottar–Parvathipuram road with the Santapuram road, to the junction of the Rajakkamangalam road with the Kurisadi Church road.

Mr. D. Francis (Member, Nominated) said that there were some important villages to the south-west of the town of Nagercoil, with about 3,000 people, mostly ryots and merchants. Nearly 100 carts were daily in use in those villages in carrying manure as well as paddy and other produce. All those villages were situated between the Rajakkamangalam road and the Kottar-Parvathipuram road. There was a Government *poramboke* lane connecting the two roads and touching on its way all the above villages. The lane would serve as a tap-road, if made cartable. The tap-road should run from the junction of the Kottar-Parvathipuram road with the Santapuram road, to the junction of the Rajakkamangalam road with the Kurisadi Church road. The cost would only be about Rs. 1,500, excluding compensation.

Dewan's reply.—Noted.

51. The metalling of the road from the Colachel Port to the factory of the London Cosmopolitan Mining Company at Muttom and the reconstruction of the bridge across the A. V. M. Canal near the beach.

The Revd. Fr. Fernandez (Member, T. I. C., Colachel) expressed, on behalf of the Committee and the people of Colachel, their feelings of thankfulness to the Government for granting a permanent site for the new market recently established in the centre of Colachel town, and also for sanctioning the pier urgently needed for the Colachel Port and the prospective advance of its traffic.

Proceeding to the subject, he said that the road from Colachel Port Office to Manavalakurichi, a distance of about 4 miles, was in a very unsuitable condition for the transmission of goods as well as for the pedestrians. Ever since the London Cosmopolitan Mining Company started work at Muttam, upwards of 8,000 carts of monazite alone were recorded to have passed during the year, not to speak of many thousands of other cartloads passing through for purposes of trade. He requested that the road should be metalled throughout. The Government could not reasonably grudge the expenditure, as they had already realized a large profit of over Rs. 36,000 from the additional enterprise of the monazite mineral.

There was a bridge over the Ananda Victoria Martandavarma Canal, also in a dangerous condition. It was a very old bridge, lined throughout with bits of planks that were already worn out and quite tottering, and the risk was great. Upwards of 50,000 carts were crossing the bridge in the year. He prayed that the bridge should be dismantled at once to avert damage to life and property, and a new bridge constructed to stand the test of the increasing trade along the sea-port of Colachel.

Dewan's reply.—Noted.

52. The necessity for providing against the submergence of paddy fields generally by the overflow of the Pamboorivaikal.

Mr. P. Padmanabhan Tampi (Member, Kalkulam taluk) said that the question was a long-standing one, having been brought up at the 3rd, 5th, 6th and 9th Sessions of the Assembly. He was aware that the Government had sanctioned Rs. 400 for a sluice, but that would benefit only the Maruthukurichi *yela*. He proposed to deal with the subject as a general question.

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